cover 14 over most of its area. The cover 14 is cut away in one corner thereof in order to enable access to the top of car inspection (TOCI) box 18 on the roof of the car. More specifically, the cut-away 16 allows access to the switch for switching between normal and inspection operation of the car and the stop switch but prevents access to buttons for operating the car up and down in inspection mode. Thus the car may only be moved in inspection mode once the balustrade has been deployed.

The edge of the balustrade 10 furthest from its hinges rests on a balustrade switch assembly 20 to allow detection of when the balustrade 10 is deployed as shown in Fig. 2.

The balustrade switch assembly 20 is shown in greater detail in Figs. 3 and 4. Fig. 3 shows the side of the balustrade frame 12 which is mounted to the cross head 6 of the car frame by a hinge mounting 22. The balustrade 10 therefore lays over the ceiling of the car 24.

The distal edge of the balustrade frame 12 rests on a magnet 26 which is supported by a floating bracket 28. The floating bracket 28 is, in turn, mounted for vertical movement on a set of vertical guides (not shown) by a compression spring 30. The spring 30 holds the floating brackets 28 away from a microswitch 32 mounted on the car ceiling 24. The floating bracket 28 itself carries a second microswitch 34 which is engaged by a peg 36 attached to the balustrade frame 12 so as to press the microswitch actuator 34a (Fig. 4) in whilst the balustrade is in the retracted position of Fig. 3.

Operation of the arrangements described above will now be described with reference to Figures 1 to 5. During normal operation, the balustrade 10 is held in the deployed position shown in Figs. 1 and 3 by the magnet 26. The strength of the magnet 26 is such as to prevent detachment of the balustrade frame 12 under the